



Public Hearing Supplemental Information
NHTSA Post Hearing Witness Submission
(4 Pages)



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

November 6, 2008

Ms. Michele C. Beckjord
National Transportation Safety Board
4760 Oakland Street, Suite 500
Denver, CO 80239

Dear Ms. Beckjord:

Enclosed is the Acknowledgment and Certification, Errata Sheets, and Supplemental Statement relating to the testimony that I gave before the National Transportation Safety Board (NTSB) at a public hearing conducted in Washington, DC on October 8, 2008 as part of the NTSB's investigation of the Victoria, Texas motorcoach rollover incident.

I also forwarded these documents to you by e-mail today. If you have any questions, feel free to contact me at 202-366-3151.

Thank you for your assistance with this matter.

Sincerely,



Coleman R. Sachs, Chief
Import and Certification Division
Office of Vehicle Safety Compliance

Enclosures

Supplemental Sheet

On page 255 of the transcript, starting on line 10, MR. HUGEL asked MR. SACHS:

“Does NHTSA have any figures on the number of crashes and injuries that may have been caused by vehicles that are non-FMVSS compliant let’s say over the last five years?”

On page 255 of the transcript, starting on line 14, MR. SACHS responded:

“I personally don’t know. I could certainly ask within the agency and get back to you on that, but I don’t have the information.”

I have since made inquiry with an appropriate official within the National Highway Traffic Safety Administration (NHTSA), and been informed by that official that NHTSA does not have figures on the number of crashes and injuries that may have been caused by vehicles that are non-FMVSS compliant.

A handwritten signature in dark ink, appearing to read 'Coleman R. Sachs', is written over a thick black horizontal redaction bar.

Coleman R. Sachs

Date: November 6, 2008

1 standards, has received the certification through whatever source,
2 and the minute it leaves the dealer's lot, is in a small crash or
3 the owner of that vehicle doesn't maintain it appropriately,
4 there's no guarantee that that vehicle is going to be safe, is
5 there?

6 MR. SACHS: Well, that's correct, and it's not safe.
7 There's no guarantee that it complies with all of the standards
8 with which it was originally manufactured, and once it's sold, it
9 becomes a used vehicle.

10 MR. HUGEL: Thank you. One final question. Does NHTSA
11 have any figures on the number of crashes and injuries that may
12 have been caused by vehicles that are non-FMVSS compliant let's
13 say over the last five years?

14 MR. SACHS: I personally don't know. I could certainly
15 ask within the agency and get back to you on that, but I don't
16 have that information.

17 MR. HUGEL: Thank you. Mr. Minor, you have heard one of
18 the Technical Panel members ask earlier questions related to which
19 and why the FMCSA or FMCSRs do not incorporate all the FMVSS
20 compliance requirements. Can you explain which ones were accepted
21 and which ones may not be contained in those and the purpose?

22 MR. MINOR: Generally when we cross-reference the
23 FMVSSs, we try to stick to the ones that we think are most closely
24 related to safety, things that we can actually look at during the
25 visual inspection of the vehicle. So we would focus on things